

MINAS GERAES MINING COMPANY.

Capital £100,000, in 5,000 Shares of £20 each. DIRECTORS: Thomas Pilon Champion, Esq., James Mackenzie, Esq., John Macdonnell, Esq., J. D. Fowles, Esq., John Routh, Esq., John Vetch, Esq., F.R.S., Messrs. Barclay, Bevan, Tritton, and Co., Solicitors—J. A. Simpson, Esq., Austin Friars.

This company is formed for the purpose of working mines in the province of Minas Geraes, in the empire of Brazil. Mr. J. C. Hoehder, who is advantageously known to those parties who have been connected with mining pursuits in Brazil...

The management of the company's concerns in Brazil is to be under the superintendence of Mr. Hoehder. In consequence of the alteration which has taken place in the state of the law in Brazil since the English companies first commenced operations in that country, this company will be only liable to a duty of 5 per cent. on its produce.

The leading circumstances which have induced the directors to take a favourable view of this property are—First—The abundance and richness of the mineral deposit. Secondly—The facility and economy with which the operations may be conducted.

At all general meetings of shareholders, the right of voting shall be as follows:—Each holder of 10 shares shall have 1 vote. 20 ditto " 2 " 30 ditto " 3 " 100 ditto " 10 "

No shareholder shall have more than four votes. The directors may on each occasion of declaring a dividend, set apart 10 per cent. of the net profits to be employed for the benefit of the company.

REPORT ON THE MINING PROPERTY "MORRO DAS ALMAS," IN MINAS GERAES.

The Lavra do Morro das Almas, and the other mining properties belonging to this estate, are situated on the eastern declivity of the Serra de Arredes, one of the extensive branches of the mountain chain called Serra de Itabira do Campo.

The geological constitution in these joint properties consists of its columnar and ferruginous clay-slate, and talcose-slate—the former entirely forms the Serra de Arredes, and the latter, which occupies the surface upwards of eighteen years to complete a fine ground plan of the mine, No. 2.

Both of these lodes are of the same mineral nature, the matrix of which consists of brown iron ore, intermixed with red clay-slate, and disintegrated quartz, called by the natives "jacutinga vermelha." The western bed appears to be the principal one; it is from three to eight feet and more in width, whilst the other, the eastern one, is from three to five feet on an average.

At the same time, a new deepcut ought to be commenced, about twenty-five fathoms below the present one, in order to raise the ore from the deep workings with more facility, and perform drainage without machinery.

The mine being regularly prepared for active operation, a vast quantity of ore may be raised, and for the reduction of which four or five light stamps ought to be erected in succession below each other, [vide ground plans, No. 1.]

The mines of Contenda were first abandoned on account of some people having perished when attempting to rob the riches—the works fell in, burying the thieves; since which time, from prejudices of the natives, no attempt has ever been made to work on the riches known to exist in this mine.

The different varieties of gold which are extracted from the Morro mine are as follows:—Sample, No. 1. Prills which occur in oblique strings in the lode, as before mentioned.

This last sort of gold, otherwise lost by the ordinary process practised in Brazil, is obtained in considerable quantity, in proportion to the other gold from the strata; but this is only a fraction of the whole quantity of gold usually lost, and offers a most striking proof of the loss of gold by the process of mechanical separation.

Besides these two stamping mills, there is a blacksmith's shop, a flour mill, a lode for the stamp captain, and several dwelling houses, built on the Morro and Santa Rita de Corrego, which are in a good order, but not in good order, but serving for the Negro population, and also for immediate accommodation of Europeans.

There are four large pieces of virgin forests belonging to the estate, supplying timber, charcoal, &c., for every purpose of mining operations. The whole extent of the estate is about nine to ten square miles.

The mine of Morros das Almas was accidentally discovered, in the year 1744, by a black boy, in search of a strayed horse, though, from the richness of the alluvial deposits in the rivulets descending from the Morro, it had been long searched for previously.

There are two gentlemen of great mining experience, the following are copies of the opinions with which they have favoured him:—J. C. HOEHDER, Esq. 78, Hatton Garden, March 21, 1836.

"DAAS SIR,—I have carefully read your report of the Morro das Almas mines, from which it appears evident this property has many local advantages, and which must render them brought into effectual operation at a comparatively small expense.

"As your proposed adit will take the lodes at 25 fathoms deeper than the present one, you will, of course, have 16 or 17 fathoms backs to immediately commence operations on, under the wings or lowest workings of the former proprietors, and a great extent where the lodes have not been developed to the depth you state, as well as opening new ground by driving your levels on the lodes at the depth of the new adit.

"The specimens of the ore and walls of the lodes are, in my opinion, highly indicative of a rich auriferous deposit, being of that mineralized character which is always found productive. The facilities of returning the produce is also one of the greatest advantages, both as regards the soft nature of the ore, and the abundance and ease of water-power.

SALE OF OLD IRON.—About Eighty Tons of excellent Cast and Wrought Iron to be DISPOSED OF at the THAMES TUNNEL WORKS, Rotherhithe. Application to be made to the Company's resident Engineer, where the Iron may be viewed. Tenders to be sent to this office by Wednesday, the 11th of May next, at twelve o'clock.

LONDON, SALISBURY, EXETER, PLYMOUTH, AND FALMOUTH RAILWAY COMPANY.

Capital £2,500,000, in Shares of £25 each.—Deposit £1 per share. DIRECTORS: John Allen, Esq., Robert Ashman, Esq., Col. William Baily, Esq., William Bourdelle, Esq., Hon. Duncombe P. Bouverie, R.N., John Brothers, Esq., W. W. Burdon, Esq. M.P., William Cash, Esq., Robert Downie, Esq. of Appin, Wm. Campbell Gillan, Esq., Edward Everett, Esq., A. L. H. Grubbe, M.A., Thomas Heath, Esq., George Hugarth, Esq., Edward Hughes, Esq., George Money, Esq., H. Norman, Esq., Robert Page, Esq.

STANDING COUNCIL.—Sir William Webb Follett, M.P.; F. W. Slade, Esq.; F. Twells, Esq., and Richard Preston, Esq. SOLICITORS.—Messrs. Hirst and Son, and George Stephen, Esq. PARLIAMENTARY AGENTS.—Messrs. Bulmer and Gillan, and Sir Robert Sidney. ENGINEER.—George Landmann, Esq. SUPERINTENDANT.—John Herapath, Esq. SURVEYOR.—Mr. Charles Dean, Exeter.

The time fixed for receiving applications for shares having expired, arrangements have been made for collecting the returns from the company's committee, which, when complete, an early day will be appointed for the appropriation of the share.

PADSTOW BREAKWATER, AND ROCK, DELABOLE, CAMELFORD, CALLINGTON, AND PLYMOUTH RAILWAY COMPANY.

Capital £250,000, in 12,500 Shares, of £20 each.—Deposit £1 per Share. The Names of the powerful and influential Direction will be published immediately.

I.—The Capital of the Company shall be £250,000, to be raised in 12,500 Shares, of £20 each. II.—Subscribers will not be answerable beyond the amount of their actual Deposits, should the Act not be obtained; and if obtained, not beyond the amount of their respective Shares.

It is also notorious, that, at various periods, every place on the coast, presenting a favourable prospect of affording a safe and accommodation to vessels passing through, or driven into the Bristol Channel, has been surveyed and considered; and that for some years past, it has been a determined point, that Padstow presents the greatest natural advantages and facilities for the speedy and cheap formation of a safe, unexceptionable, and spacious harbour, with some hundred acres of deep water, easily accessible in all winds, and at all times, by ships of the largest dimensions.

Padstow being the nearest direct port from the South of Ireland and America, it is an opinion of naval and commercial men that the Breakwater will be the means of very largely increasing the Irish and American trade at Port Padstow, and inducing a very considerable transit of produce and merchandise by the railway to Plymouth.

In addition to the Breakwater, the Directors intend to construct a Railway, from the harbour, through the county of Cornwall, to Plymouth, by the way of Camelford, Callington, and Saltash; a work which has been long in contemplation by several public-spirited individuals residing in the district; and the want of which, the agriculturists of the neighbourhood have most severely felt, in the difficulty and expense of obtaining manure for their land, and a conveyance for their produce.

The great advantages of the system of railway communication has of late years been so fully admitted, and its superior claims to speed, safety, and economy, so universally acknowledged, that it would be superfluous to enter upon any argument in its favour. It therefore only remains to the projectors of this undertaking to show its expediency and practicability; and that it presents prospects of a secure and profitable return for the capital invested.

The Delabole Slate Quarries, near which this railway will pass, are celebrated for the excellent quality of their slate; the proprietors of these quarries will reap great advantage in the accommodation which will be afforded them of being able to ship their slate at a moderate charge, at any time, in vessels of any burthen; and the consumers will be benefited by the reduced price of the article, through the superior cheapness of the carriage.

BANK OF BRITISH NORTH AMERICA.

Capital £1,000,000, in 12,500 Shares of £80 each, one-fourth of which will be for the present be reserved for the Colonies. Deposit £10 per share. DIRECTORS: G. de Brosses Attwood, Esq., Edward Blynt, Esq., Robert Brown, Esq., Sir Robert Campbell, Bart., W. R. Chapman, Esq., James Cummins, Esq., James Downie, Esq., Messrs. Glyn, Harries, Mills, and Co., Oliver Farrer, Esq., Alexander Gillespie, jun., Esq., W. McNeil, Esq., F. Pennington, Esq., G. R. Robinson, Esq., M.P., J. Waldron Wright, Esq.

UPON AND ROBERTS' PATENT SAFETY LAMP.—The perfect safety of this lamp has been proved by the chemist, the miner, and a Select Committee of the House of Commons...

TIN MINE FOR SALE BY AUCTION.—On Thursday the 5th day of May next, at the Three Tuns Hotel, Penzance, at four o'clock in the afternoon, all that Tin Mine called WHEAL HERMANN...

THE HAYLE AND PENZANCE RAILWAY.—In the county of Cornwall, through St. Erth, Church Town, Great Wheal Fortune, Wheal Prosper, Gwallon, Rosneath, Marazion and Wheal Darlington Mines...

LONDON AND BIRMINGHAM CANAL.—CAPITAL—THREE MILLIONS. In Shares of £100 each.—Deposit £2. PROVISIONAL COMMITTEE: CHAIRMAN—Francis Downing, Esq.

SOLICITORS—Messrs. Ingleby and Wragge, Birmingham; Messrs. Baxendale, Tatham, Upton, and Johnson, 7, Great Winchester-street, London; Messrs. Wilson, Bell, and Steward, 35, Lincoln's Inn-fields, London.

PROSPECTUS.—Of a line of Navigation from Birmingham to London, commencing at the Stratford-on-Avon Canal in Warwickshire, and ending at the Regent's Canal, London.

CONDITIONS.—1. That the Act of Parliament will provide that no person shall be responsible beyond the amount of his Shares. 2. Deposit of £2 per Share to be paid, and no further call will be made till the Act is obtained.

PROSPECTUS.—The extraordinary facility that this line would give to London and Liverpool, to the manufacturers of Manchester, Birmingham, Wolverhampton, Dudley, Stourbridge, Worcester, and Salop, must be obvious to the most superficial observer.

IRON MASTERS AND COAL MERCHANTS.—To LET, for a term of years, and may be entered upon immediately, a very Valuable Mineral Estate, called TYR Y COEB CAE, situated in the parish of Ruvor, in the county of Glamorgan.

UNION BANK OF IRELAND.—Joint Stock Bank of Deposit, Discount, Loans, and Agency. Capital £1,000,000, in 20,000 shares of £50 each.

PROSPECTUS.—The system of Joint Stock Banking has now become so familiarised to the public mind, by the results of a long and successful experience, as to render any ill-natured enunciation of its principles wholly unnecessary.

By a rigid adherence to the above principles in her banking institutions, Scotland is mainly indebted for the rapid development of every department of her industry.

It is now proposed to extend to the city of Dublin the same system of banking which has, in England, been attended with acknowledged benefits by the provision of a liberal system of banking, by allowing interest upon deposits, and upon the balances of current accounts...

CONDITIONS.—1. That a joint stock bank be established in Dublin, to be called, "The Union Bank of Ireland;" and that it be a bank of deposit, discount, loan, and agency.

PROSPECTUS.—The following are the conditions of the proposed bank: 1. That the capital stock of the company be one million sterling, to be divided into 20,000 shares of £50 each; and that power be vested in the general board of directors, with the consent of two-thirds of the entire shareholders...

IRON MASTERS AND COAL MERCHANTS.—To LET, for a term of years, and may be entered upon immediately, a very Valuable Mineral Estate, called TYR Y COEB CAE, situated in the parish of Ruvor, in the county of Glamorgan.

CARN BREA.—(Continued from No. 34.)

During the reigns of Ethelbald and Ethelbert, the Danes, whose appetite for plunder grew on what it fed on, continued their predatory ravages. Ethelred was active and valorous, but the rapacity with which the Danes made their successive inroads left him scarce a moment's repose...

In the heroic Alfred the Danish freebooters had to encounter a much more formidable rival than they had hitherto met with in England. This great prince, despite his neglected education, gave decisive evidence of splendid talents and sterling virtue.

The Danes, instead of leaving the kingdom in conformity with their treaty with Alfred, still marched and countermarched, exacting contributions from the inhabitants, until reinforced by a considerable body of their countrymen, under the command of three princes, of whom the celebrated Guthrum was the chief.

ON VENTILATION OF MINES.

The following letter on this important subject has been addressed to the Editor of the Glasgow Liberator by Mr. James Hendrie.

Sir,—Since you published my letter to you in the Liberator, a few weeks ago, I observed the Editor of the Mining Journal had the goodness to give it a place in his first publication thereafter.

I observed lately a paragraph in the Herald about some person in Ulverston having published in some paper, recommending the forcing of fresh air into mines by fans. Mr. Houston, of Johnston, writes him through a paper again, recommending rather the drawing out of foul air by fans.

I mean to have papers drawn out in form of miniers offering on my part to ventilate works, providing proprietors subscribe a proper remuneration; this may be at the top of a sheet, with columns below for signature.

GEOLOGICAL SOCIETY OF LONDON.

ADDRESS OF THE PRESIDENT AT THE ANNIVERSARY MEETING.

(Continued from No. 34.)

It is with pleasure that I next call your attention to the investigations which Mr. Murchison has been steadily pursuing in the older fossiliferous rocks of Wales and the bordering counties of England.

The necessity of a new term has arisen from the uncertain latitude with which the word "transition" had been applied, some authors including in it the carboniferous rocks, and also from the still greater confusion introduced by the word "greywacke," a term which can only be employed conveniently, in a mineralogical sense, to designate a peculiar kind of rock which has been formed at many successive epochs.

Below the Silurian strata are slate-rocks of older date, in which traces of organic remains have been again detected; and Professor Sedgwick has suggested the name of Cambrian for this more ancient system, which is continuous over a wide territory with the Silurian formations, the relative position of both being clearly seen.

Mr. Murchison has recently traced the Silurian system running in zones through Pembrokeshire, and there rising out in the coast cliffs from beneath the old red sandstone as conformably as in the interior of the country—an important verification of the accuracy of his previous determinations.

In another paper the same author states that he has lately discovered to the north-west of Shrewsbury, proofs of an eruption of trap posterior to the new red sandstone, and probably to the lias.

It appears from these observations that volcanic operations were renewed along the same line after a wide interval of time, showing that we must be on our guard against inferring the synchronism of coincident lines of derangement.

Mr. De la Beche has shown that the trappan rocks are associated in such a manner with the new red sandstone of part of Devonshire—among other places, near Tiverton and Exeter—as to indicate that the trap and the sandstone were each in the course of formation at the same period.

In another communication Mr. De la Beche informs us that the "Cornish greywacke," in which term he here comprises the slates of that country and their associated sandstones and conglomerates, contains in some places organic remains.

A joint paper by Professor Sedgwick and Mr. Williamson Peile has made us acquainted with the carboniferous limestone flanking the primary Cambrian mountains, and with the coal fields of the north-west coast of Cumberland.

Mr. Griffith, who has for so many years been preparing a geological map of Ireland, has described to us the position of some veins of syenite which traverse the mica-slate and chalk near Fair Head, in the county of Antrim.

I have next to call your attention to an able sketch of the geology of Denmark, which you will find at some length in our proceedings, from the pen of an eminent Danish naturalist, Dr. Beck, of Copenhagen.

with the description usually given of the limestone in recent coral reefs. The fossil zoophytes of Faxoe are often cemented together by white chalk, which may recall to your recollection the recent chalk which Lieut. Nelson has presented to our museum from the coral reefs of the Bermudas.

While on this subject I may mention a discovery made by Mr. Lonsdale during the last summer, and which he has permitted me to announce. In arranging our collection he has found that our common white chalk, especially the upper portions of it taken from different parts of England (Portsmouth and Brighton among others), is full of minute corals, foraminifera, and valves of a small conotomous animal resembling the Cytherina of Lamarck.

According to Dr. Beck there is a whitish and hard chalk above the Faxoe beds almost entirely made up of pulverized zoophytes including bivalves and Echini, chiefly of the same species as those of the white chalk with flints, and with corals like those of Faxoe.

The cliffs of Møen, one of the Danish islands, are composed of white chalk with nodular flints. The fossils agree with those of the chalk of England and France, as was shown in the year 1827 by the list of more than one hundred species of them given by Dr. Beck, in Leonhard's Taschenbuch der Mineralogie.

As the fossils of the upper cretaceous series of Denmark are very peculiar, and of so much interest from their position, I have pleasure in stating that figures and descriptions of them are in the course of publication by Dr. Beck; and I may add, that we owe this work to the liberality and the zealous interest taken in our science by an illustrious member of our Society, the Crown Prince of Denmark.

In consequence of representations addressed to Government in July last, that the officers employed on the Geological Survey of Great Britain would have constant opportunities afforded them of collecting specimens, illustrative of the application of geology—or, in other words, of the mineral wealth of the country—to the useful purposes of life, it has been determined to form a Museum for the reception of such specimens, from time to time, and to place them under the Department of Woods and Works.

It is intended that this collection should contain specimens of the various mineral substances used for roads, and in the construction of public works and buildings; and that they should be arranged with reference to the situations whence they were obtained, and which it is proposed to lay down on maps, to be provided for the purpose.

The collection is at present quite in its infancy. The specimens hitherto transmitted are few in number, though extremely valuable, consisting chiefly of specimens calculated to exhibit the agricultural character of a particular district of the county of Cornwall.

As we have already stated, the collection is at present very small; it is not yet in a condition to be exhibited to the public. Indeed, it must be obvious that the collection of specimens, to be at all available for its intended purposes, must be considerable, and comprise specimens from various districts.

Here, then, we have the bases of a School of Mines, and we doubt not, but government will earnestly aid a measure of so much national importance, and one in which we take so much interest.

IRON MINE.—Mr. Crawshaw, the great iron-master (who, it is reported, has cleared no less a sum than 300,000*l.* by the recent advance in the price of iron), is working with a good deal of vigour the recently discovered mine at Wootton Courtenay, near Dunster, which affords employment to the labouring poor in that neighbourhood.

* Having been led to speak of cretaceous fossils, I may state that it has been a question whether certain fossils found in the English chalk, and called by Mr. Mantell Hippurites Nordenskiöldi, are truly referable to the genus Hippurites.

CORNWALL LENT ASSIZES. ENGLISH MINING ASSOCIATION.

WILKIN AND OTHERS v. HUMPHRIES AND OTHERS.

This cause, which we consider as one of the greatest importance to the mining interests of this county, came on for trial, before Mr. Baron Rolton and a special jury (the rule for such jury having been granted at the instance of the defendants), at the recent assizes held at Launceston, and occupied the Court from Thursday, the 31st of March, to Saturday, the 3d of April both inclusive; the report of which we extract from the West Briton.

The plaintiffs in the cause were the adventurers in a certain mine called "Wheal Perran," situate in the parish of Perranzabuloe, within the Duchy manor of Tywarthayle, which they claimed to hold under a grant or license from the late Charles Carpenter, of Moditonham, in the county of Devon, the Duchy lessee, to search for copper ores and all other minerals and metals (but not for coal) within the limits and boundaries of the said mine.

The defendants were Mr. Henry Humphries, of Roseland, the managing agent of the Great St. George copper mine, situate in the several parishes of Saint Agnes and Perranzabuloe, and also within the Duchy manor of Tywarthayle, and Sir Thomas Turton, Bart., the chairman, and Duncan Campbell Esq., and other gentlemen, the members of the board of directors of the English Mining Association, which association constitutes the present adventurers in Great St. George Mine.

During the last year a bill was filed in the Court of Chancery by the plaintiffs in this cause against the defendants, and an ex-parte injunction was obtained, which, upon the coming in of the answer of Mr. Humphries and the other defendants, was subsequently dissolved. In the progress of the suit in Chancery, an issue was directed by his Honour, the present Master of the Rolls, to be tried in his Majesty's Court on the 24th of March, which issue was to the following effect, viz. "Whether the said lease or sett of the plaintiffs was, as against the said defendants, a valid and subsisting lease or sett, as to the whole or any, and what part of the mines and minerals within the limits and boundaries therein described, and which issue formed the subject of the present action.

The plaintiffs claimed under a sett, as before mentioned, from Mr. Carpenter, the Duchy lessee, bearing date the 18th day of May, 1830, and the defendants claimed under a sett from the same party, bearing date the 11th day of September, 1822, granted to John Williams, Esq., of Serrier House and the late Captain Thomas Trelease, of Perranzabuloe, who assigned the same to the late Thomas Humphries, Esq., the father of one of the present defendants, and by whom the sett was afterwards assigned to the English Mining Association, now forming the adventurers in the Great St. George mine.

The real question in the cause was, whether Mr. Carpenter, in the month of April, 1830, had acted legally or otherwise, first in revoking a part of the last mentioned sett, or license, of the 11th Sept., 1822, and afterwards in making the whole of such sett, or license, for an alleged forfeiture, by breach of covenant, upon the plea of the whole of the ground contained therein having been effectually worked by the Great St. George adventurers at or about the same period of time; and whether Mr. Carpenter was justified in law in re-granting a part of the same ground within the heart of the Great St. George sett, and which must of necessity have been drained of water by the steam-engines of that mine, to the plaintiffs under the name of Wheal Perran by the sett of the 18th day of May, 1830.

The Court was occupied during the first day by the address of Mr. Erle, the jury, and in the reading, by Messrs. Dampier and Crowder, the plaintiffs' other counsel, of a large mass of documentary evidence, commencing with the sett of the 18th of May, 1830, under which the plaintiffs claimed, and consisting of various copies of the bills, answers, affidavits, and letters which, under a Judge's order, were to be admitted on the trial. On the second day, the plaintiffs called many witnesses, with the view of showing that the defendants had committed a breach of covenant, by neglecting to sink the shafts and waizes, and to pursue the levels in the old part of the Great St. George mine; and principally by the removal of one of the steam-engines from thence to another part of the sett at the eastern part of the mine, the abandoning the same, as was contended by the plaintiffs' counsel, by which means the right of re-entry had accrued to Mr. Carpenter, and which he legally and properly exercised. Out of the cross-examination of the plaintiffs' witnesses, which lasted till after twelve o'clock on Friday night, and which was most ably conducted by Mr. Serjeant Bompas, and Messrs. Hoomb and Butt, the counsel for the defendants; the case of the latter was completely established, and chiefly by the evidence of Captain Gripe, the father of Mr. Carpenter, who accompanied him upon his making his re-entry and revocation of the sett, he having distinctly admitted upon his cross-examination that the Bolenna and the Wheal Perran or Tywarthayle setts, were all originally included within the limits and boundaries of the Great St. George sett of the 11th September, 1822.

The defendants were prepared, if necessary, to have shown that they contemplated the abandonment of the old part of the mine, having left Devonshire's, one of the western shafts, nearly a new engine of large power being a 70-inch cylinder, with pumps, rods, clocks, working gear, &c., standing in the shaft in complete order, ready to be set in operation at the moment it might become necessary to do so; and they were also prepared to have shown, by the concurring testimony of many of the leading mine agents of the county, who attended on the trial for that purpose, in addition to the agents of the mine, that the adventurers had done ample justice to the land by the very large outlay of capital and expenditure which they had incurred in prosecuting the old part of the mine, which, from its extreme poverty, is at length become utterly worthless. And, also, that by the removal of the steam-engine from the western to the eastern part of the sett, the adventurers had, in their judgment, adopted the very best mode of exploring and proving the intermediate ground as well as the old part of the mine by driving the levels from the Bolenna part of the sett westward towards the same, so that the lord ought to have been abundantly satisfied with the mining manner in which the Great St. George mine had been worked by the present adventurers.

On Saturday morning, soon after the court opened, Mr. Serjeant Bompas commenced a most powerful address in reply, on behalf of the defendants, the course of which he alluded, in a strain of great severity, to the production by the plaintiffs, of a confidential letter, written by the late Mr. Humphries to Mr. Carpenter, upon the subject of the Great St. George sett. This address appeared to leave a considerable impression in favour of the defendants on the minds of the jury; he declined calling any witnesses, contentedly relying, as he said, on the jury returning a verdict for his clients.

The Court having adjourned for a short time, again resumed its sitting when the learned judge summed up the whole of the evidence adduced on the part of the plaintiffs with great perspicuity, calling the attention of the jury to the impossibility of the whole of a sett being worked, in all its parts, one and the same moment of time, and pointing out the obligations which the adventurers in mines were under of draining the water at all times, by competent engines and machinery, and of keeping the levels free from all rubbish; so as not to impede the necessary communications between the different parts of the sett, and to fulfil the covenants contained therein, and thereby prevent a forfeiture to the lord. His lordship concluded by leaving it to the jury to determine, by their verdict, according to the terms of the issue which they had to try, "Whether the lease or sett of the plaintiffs was, as against the defendants, a valid and subsisting lease or sett, as to the whole or any, and what part of the mines and minerals, within the limits and boundaries therein described."

The jury, after a short consultation, returned the following verdict:—"We find for the defendants. We are decidedly of opinion that the sett of the 11th of September, 1822, of the Great St. George mine (as described by Captain Gripe) included the Bolenna, the Tywarthayle and the Duchy Wastrel, and that since that there has been no breach of covenant."

Thus their verdict confirmed the legal title of the English Mining Association, forming the present company of the Great St. George adventurers to this valuable portion of their original sett, of which they were sought to be deprived, and the returns from which, we trust, will most amply compensate them for the various expenses which they have been obliged to incur in the just and necessary defence of their rights.

THE SEA.—From the great depths which have been actually ascertained in some places, and the great extent of sea in which no bottom has been found, we may conclude that we are under the estimate when, including banks and shallows, we allow one mile in depth for the whole. Even this gives us a most enormous quantity of water—a quantity which, estimated in tons weight, which may be considered about horse-loads for draught, we have the entire quantity of sea-water, with all its saline ingredients amounting to the enormous weight of 600,000,000,000,000 (six hundred thousand billions of tons). Of this enormous quantity, between three and four per cent. consists of different saline ingredients, and the rest of pure water; so that water in the sea available for the purposes of animal and vegetable life, the supply of springs and rivers, and all other purposes for which water is needed in the economy of the land, amounts to five hundred and eighty thousand billions of tons; and the quantity salt, at least of saline ingredients, to about twenty thousand billions of tons.—Robert Mudie.

PAUSIC ACID.—The most deadly poison known might be considered as decidedly a vegetable production, as it is found in the kernel of peach, plum, and bitter almond, in the leaf of the laurel, &c.; in animal fibre, mixed with potash or its carbonate, is projected by strongly-heated crucibles, the mass becomes pasty, and affords, by fusion and crystallisation, a salt of potash containing this acid.

CHAMBER OF DEPUTIES.

CUSTOMS TARIFF BILL.—DUTIES ON IRON.

The importance of this discussion has induced us to give a lengthened report, which the enlarged size of our paper this week enables us to do, without prejudice to other subjects, more immediately connected with mining than with commercial pursuits.

TUESDAY, APRIL 19.

At half-past one o'clock, M. Dupin, the president, took the chair, when, after the presentation of a variety of reports, the Chamber resumed the discussion of the Customs Tariff Bill.

Here there was a general uproar in the hall, and about twenty voices cried out that they also had something to say on the matter.

M. DUCHATEL vindicated the government from the reproach of wishing to favour foreign iron to the prejudice of the domestic article.

WEDNESDAY, APRIL 20.

The discussion of the Tariff Customs Bill was resumed. The president read the 1st article, viz.—"Cast iron, each mass not weighing less than 50 lbs. (English), in a raw state, imported by sea, and from the coast as far as Blancesson, exclusively, shall pay a duty of eight francs per 200 lbs. (English) weight."

The commission proposed to reduce that duty to seven francs. A member, a deputy of the Arrige, opposed the reduction, which was supported by M. Desjoubert, who thought that a duty of 37 per cent. was a sufficient protection for the domestic article.

M. PAGES gave some information on the iron-works of the department of the Arrige, which, he said, produced one-half of the iron of France. He then pointed out the disadvantages under which it laboured, from the want of means of transport for its produce, which was nearly all consumed in the immediately adjoining departments.

M. DESJOBERT again offered some observations, which induced M. Dupin, the third deputy of the Arrige, to ascend the tribune, and support M. Pages' appeal in favour of the iron-works of his department.

M. L'HERBETTE hoped that the Chamber would not be led astray by what the deputies of the Arrige had said in favour of their department, as it would be sacrificing the general interests of the country to mere local considerations.

The committee had proposed to reduce by one-fifth the duties on iron, prepared with wood and hammered, imported by the harbour of Fecamp, or introduced by Ainhoa or Behobia, in the Lower Pyrenees, or along the northern frontier.

M. CUNIN GRIDAINE, who succeeded M. L'Herbette, observed that because the Chamber had voted yesterday a reduction in the duties on iron prepared with coal, it was no reason why it should then adopt the amendment proposed by the committee relative to iron prepared with wood.

M. JAUBERT also opposed the amendment, because the reduction was no longer 1/5, as in the former case, but 3/10, on 15/1. The orator then defended the wood fabrication, which, he said, was inherent to the soil. The Chamber had been much occupied with the iron of Sweden and Russia.

M. DUCAS, the reporter of the commission, quoted, in support of the determination of his colleagues, the opinion expressed by M. de St. Crieg in 1828, and assured the Chamber that the iron prepared with wood could bear, without danger, that slight diminution in the tariff.

M. PARRY, the minister of commerce, opposed the principle that the reduction of the duty on coal-iron should necessarily be followed by a corresponding one on the article prepared with wood.

M. THIERS, the president of the council, said he was sure the committee had conscientiously investigated the matter, but observed that it had taken for the basis of its inquiries the documentary evidence of 1828—now every thing had been altered since that period.

M. ANISSON DUFEUR and GAY LUSAC spoke after the minister, but without throwing much light on the question. M. DUCAS maintained that the committee had never intended that French iron should be left without protection; that British or Swedish iron might be imported freely, and showed that were the price of the English article 4/1 sterling, the French iron would still be sufficiently protected.

M. LEYRAUD next proposed a reduction of one-tenth, which also was thrown out.

THURSDAY, APRIL 21.

At two o'clock, M. Martin du Nord, one of the vice-presidents, took the chair. The discussion of the Customs' Tariff Bill was resumed.

The government project assimilated the rails for the construction of roads to that of bar-iron, and the commission had at first proposed that the duty on that article should be reduced to 5 francs, per 200 lbs. (English) weight.

The President informed the Chamber that M. Ducas had just handed him another amendment, which changed its former decision. It was as follows:—"Rails shall hereafter pay the same duty as other bar-iron, but when purchased for the construction of rail-roads, that duty shall be reduced to five francs for 200 lbs. weight."

On the other hand, M. BIGNON, of Nantes, proposed to reduce the duty on rails to ten centimes per 200 lbs. weight, or, in other words, to allow their free introduction. The hon. member proved that all the iron-works in France could not furnish the necessary quantity of iron for the construction of the roads now in contemplation; and he noticed, in particular, the difficulty the undertakers of the road from Paris to St. Germain en Laye had experienced in obtaining the iron sufficient for their undertaking, though it had only an extent of five leagues.

M. DUPIN observed that iron-rod roads might answer very well in the United States, where there existed no competition between them and the roads and canals. In England they would not, he said, be found to offer the same advantages, as they would have to compete with 1,800 leagues of canals, 10,000 leagues of turnpike roads, and 16,000 of other roads.

ductive, because it connected two cities, the one the most commercial, and the other the most manufacturing in the world. But he maintained that railroads to any great extent would not be found to succeed in England; and when he was told that companies, whose capital amounted to 1,000,000,000 £, had applied to the British Government to be authorised to construct 1,300 leagues of railroads, he was afraid that the people of that country were seized with another mania of wild speculation, such as those that occasioned already so much ruin—he meant the South Sea Bubble and the American Mining Companies in 1824; and the hon. orator regretted this tendency the more, as it would be injurious to a great nation for which he entertained the highest esteem.

The subject being one of great importance, occasioned considerable discussion.—The amendment, however, was ultimately negatived.

WEST INDIA AGRICULTURAL COMPANY.—Notice is hereby given, that no application for shares in the Joint Stock of this Company will be received after THIS DAY (Saturday); and that the Allotment of shares will take place on the 9th of May.

WEST INDIA AGRICULTURAL COMPANY. Capital £200,000, in 10,000 shares of £20 each. Deposit £2 per share. £200,000 (with power to add to their number). The Right Hon. the Earl of Mountbatten, Wm. Alexander Mackinnon, Esq. M.P., William Archibald Campbell, Esq.

Applications for shares may be addressed to the solicitor, B. Lumley, Esq., or to the Secretary, at the office of the Company, where further information may be obtained daily, from eleven to four o'clock.

NORTH and SOUTH JUNCTION RAILWAY.

GENERAL COMMITTEE. The Right Hon. Lord Bolton, The Hon. Charles Petre, Colonel Sir Richard Armstrong, Edw. R. C. Sheldon, Esq. M.P., Henry Wm. Tancred, Esq., Peter Hurriss Abbott, Esq., Richard Austin, Esq., William Hicks Beach, Esq., Richard Booth, Esq., George Borsardie, Esq., Robert Brayne, Esq., Charles Brickwell, Esq., Edward Brice Bunny, Esq., William Chaner, Esq., Timothy Rhodes Cobb, Esq., William Collins, Esq., John Davis, Esq., R. T. W. France, Esq., Joseph Gibbins, Esq., J. R. Gowen, Esq.

LOCAL COMMITTEES. BIRMINGHAM. William Chaner, Esq., Joseph Gibbins, Esq., Brunton Gibbins, Esq., Thomas Pemberton, Esq., Henry Van Wart, Esq., Samuel Kempson, Esq. BANBURY. Richard Austin, Esq., Mr. Edward Atkins, Charles Brickwell, Esq., Robert Brayne, Esq., Mr. Samuel Beesley, Mr. Alfred Beesley, Timothy Rhodes Cobb, Esq., John Davis, Esq., M. Thomas Gulliver, Mr. William Hadland, Mr. John Hadland, Mr. Simon Harrison, Mr. Joseph Kirby, Mr. Amos Kirby, Mr. William Potts, Lyne Sparrett, Esq., Mr. James Stutterd, Mr. Thomas Staley, Mr. Myrry Wilson.

COMMITTEE OF MANAGEMENT. Thomas Harrison, Esq., Richard Heathfield, Esq., William Lionel Lampitt, Esq., Captain Charles Otway Mayne, Thomas Nolan, Esq., The Hon. Charles Petre, Thomas Stonor, Esq., Henry W. Tancred, Esq. M.P., John Wright, Esq.

A line of railway, carried south from Birmingham, or from the London and Birmingham Railway, would complete the communication by railway, either in course of construction or projected, from Edinburgh and Glasgow on the north, the Mersey on the north-west, the Humber on the north-east, and Exeter and Bristol on the west, with Southampton on the English Channel.

To the English manufacturer the importance of the proposed line, connecting, as it will, the north of England with the Port of Southampton, must also be very great. The commercial and maritime facilities afforded by nature, and now about to be improved by art, in the Harbour of Southampton itself, demand attentive consideration.

A slight inspection of the map of England will demonstrate to the merchant and manufacturer connected with Yorkshire, Lancashire, Derbyshire, Nottinghamshire, Leicestershire, Staffordshire, Shropshire, or Warwickshire, or with any of the western counties, that he will thus be enabled to convey his goods by an easy, cheap, and unbroken line of transit, to a port nearly in the centre of the south of England, of the easiest access by the English Channel, and free from the dangers of the Downs passage, and that on the formation of a railway, as contemplated, from Paris to Rouen and Havre de Grace, this last mentioned port being immediately opposite to Southampton, and the only harbour fitted for commerce on the French coast between Cherbourg and Calais, Southampton must, in such event, command the French trade, or the chief part of it.

It is further to be considered, that Southampton has for some years past been a much frequented station for steam boats running thence to Havre, the Channel Isles, and the Isles of Wight, and as a proof of its increasing importance as a port of passage, that two Steam Navigation Companies have been recently formed to open regular lines of Steam Navigation thence to the Western Channel Ports, and to the Peninsula and other southern parts of the continent of Europe.

Every English traveller to the continent, from Ireland, Scotland, and the north and west of England, will at once observe the frequent desiderata of the North and South Junction Railway, as from the position of Southampton, and the facilities it affords for the embarkation of passengers, that port must, upon the completion of the railway, become one of the principal packet stations in England.

It is proposed that the North and South Junction Railway shall approach so nearly as possible the towns of Leamington, Warwick, Banbury, Oxford, Abingdon, and Newbury, having its northern terminus at Birmingham, with branches to Stoupebridge and Rugby.

The capital required will not exceed three millions; the Committee of Management have, therefore, determined to issue 30,000 shares of £100 each, with power to reduce the amount, in value, of the shares, on the completion of the surveys, now in progress, if it shall then appear to the satisfaction of the Company that a less amount of capital will be sufficient. A deposit of £2 per share is to be paid at the time of subscribing.

HARMONY and MONTAGUE CONSOLIDATED TIN and COPPER MINING COMPANY.—Notice is hereby given, that the Directors have made a CALL of ONE POUND per share of the Capital Stock of the Company, which is required to be paid at the Office of the Company on or before the 9th of May next. The certificates of shares must be produced, in order that the payments may be recorded thereon.

THE GLOUCESTER and HEREFORD RAILWAY. Through Newent, Dymock, and Ledbury, with a Branch to Ross connecting Monmouth, Kingston, Leominster, Newnton, Montgomery, Abergystwith, and the whole of the Midland Counties of Wales, with Gloucester, Cheltenham, and London.

Capital £600,000, in Shares of £30 each—Deposit £2 per Share. No further call will be made until the Act is obtained.

Directors: Hans Busk, Esq., Richard Cooks, Esq., Henry Charles Baker, Esq., James C. Disney, Esq., G. R. Lonsdale, Esq., A. W. Bretham, Esq. F.R.S., Major Macnamara, M.P., Joseph Hume Wetherhead, M.D., Lieutenant-Colonel Morrison, Jacob Hans Busk, Esq., The Hon. F. W. Mollins, M.P., Henry Patrick, Esq., Frederick Polhill, Esq. M.P., Thomas Dickenson Ketch, Esq., John Henry Walker, Esq., M.D.

MANAGING DIRECTORS IN THE COUNTRY. W. Montague, Esq., E. Kendall, Esq., B. Johnson, Esq., J. W. Hughes, Esq., J. W. Montague, Esq., E. Kendall, Esq., B. Johnson, Esq., Solicitors—Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; John Gilbert Lander, Esq., 8, Gray's Inn-square.

THE GLOUCESTER and HEREFORD RAILWAY. Shares £30 each. Deposit £2 per share. Notice is hereby given, that no further applications for shares in this Company will be received by the Directors after THIS DAY (Saturday).

LONDON and NORTH of ENGLAND SHIPPING COMPANY.—Capital £100,000; in 1000 shares of £100 each—Deposit £5 per share.

Bankers—Messrs. Barclay, Tritton, Bevan, and Co. Solicitors—Messrs. Scott and Parsons, 6, St. Mildred's-court. This Company is formed for the purpose of purchasing vessels adapted for the Coal, Baltic, and North American trades, and letting the same on freight.

The increasing consumption and demand of coal in London and on the Continent, and the great employment for vessels, invites to the shareholder a safe and quick return for capital employed. The average freight of coals, taking all the shipping ports from the North of England (for London), is in per ton for twelve months a vessel of 800 tons will carry (if adapted for the trade) 370 tons of coals, making a freight of 1002 1/2s.; the expenses upon each voyage, including wages, provisions, discharging cargo, and insurance, amounts to 110s.; leaving a clear profit of 892 1/2s.

The Company have offers of freight from some of the leading collieries in the North of England, for twelve months certain, for a large number of ships, at 9s. 6d. per ton, for coal delivered in London. It is, therefore, presumed that such an opportunity rarely occurs for investment; and the Committee are confident, from the state of trade, that the shareholders will realize a per centage for capital employed beyond that which is generally divided in Joint Stock Companies.

An Act of Parliament not being necessary, all expenses on that head will be avoided; and the first deposit will be immediately applicable to the purchase of vessels to be sent to sea, and profitably navigated. No call beyond 5 per share (including the deposit) will be made, until experience has shown that the prospects of the Company are likely to be fully realized.

THE WHERRY MINING COMPANY, MOUNT'S BAY, PENZANCE, CORNWALL.—This mine is situated on the Western Green, between Penzance and Newlyn, and the Section from East to West upwards of half a mile, containing within a valuable Lode of Tin and Copper, and running North and South, is a large Cobalt Lode. The Best is held for 21 years from the present period, at moderate dues, and being situated in a near Penzance, all kinds of materials can be brought to the spot at an easy expense of cartage; two Bushing-Houses are within a mile of the Mine, and as a never-failing Stream of Water runs through the Seat, Stamping Mills may be erected on the spot. This Mine is much celebrated in the History of Cornwall, and it is thought sufficient to refer to the first volume of our Society, and the Royal Geological Society of Cornwall, which the Mine is especially noticed in a communication from the late Sir Humphrey Davy (who, it will be recollected, was a native of Penzance). He says, page 47.

"A most remarkable vein of this kind (Porphyry) was worked some years ago at the Wherry Mine near Penzance; the principal metals were Oxide of Tin and Sulphuret of Copper, but Ores of Cobalt and Lead likewise occurred, and the variety of metallic substances found with them, in minute quantities, was very extraordinary. A very good account of the working of this Mine has been drawn up by Mr. Hawkins, one of the members of our Society, and published in the Cornwall and Devonshire Mining Journal, in a French Translation of it in the Journal des Mines. This paper, in an English dress, ought to be placed in the archives of the Geological Society of Cornwall, and is worthy of being inserted in their first publication."

In conformity with the suggestion of Sir Humphrey Davy contained in the last sentence, Mr. Hawkins' paper was inserted in the same volume, and from it are taken the following extracts—page 126.

"There is something very remarkable in the natural history of this Mine. The workings were continued to a course or channel of Elvan, about 13 feet in breadth, which runs N. W. and S. E. and underlies some feet and a half in a fathom to the S. W. Besides the small veins of Tin which run through this lode, its whole mass was impregnated with Tin to such a degree, as to be worth the expense of raising. Fifteen feet of the lode, which composed the breadth of the Elvan, produced 1000 of 'White Tin' in 1800 sacks, and another lot as much as one cwt. of White Tin in every sack. On a close inspection of the mass in which the Tin is thus abundantly dispersed, the grains appear of a crystalline transparency, and so equal in size and so regularly distributed, as to form, as it were, one of the constituent parts of the Porphyry. The term 'White Granite,' which has been applied to it, is not, therefore, improper. It is said to have been the first Tin Stone that was ever burnt in Cornwall, before it was sent to the Stamping Mill, a common lime-kiln having been erected for that purpose, which was found to answer completely. The object of this operation was to render the texture of the stone more friable. In September, 1797, a friend (Mr. Davies Gilbert) wrote to me as follows—'The Course of the Wherry Mine, near Penzance (the Wherry) produces to make a very good mine. There are indications of the Tin being continued to a great extent in both directions, and the bottom is proving larger and richer. An adventurer told me that 3000 worth of Tin has been raised from this extraordinary Mine in the course of the present summer. In a subsequent letter, the same friend informed me, a Steam Engine is erecting on the green opposite, and they are constructing a wooden ladder from thence to the rocks, to serve as a communication, till the Engine that has been very successfully sleep and a drift worked out of the Mine as a stage for supporting the sliding, or rather hanging rods. The bridge thus constructed, answered also the purpose of conveying the ore and debris to the shore. In this manner the Mine was completely worked to the amount of 3000 TONS of Tin, and the adventurer was raised from it. Not indeed were its treasures exhausted at its close, which was as romantic as its commencement. An American vessel broke from her anchorage in Graves Lake, and striking against the stage, demolished the machinery, and thus put an end to an adventure which, both in ingenuity and success, was probably never equalled in any country.'

The papers from which the above extracts are given, being written and published in the year 1816, purely as a communication to a scientific body, and not having the most remote reference to Mining speculations, or a thought that no better Prospectus can be offered to the public. With a view of showing the very partial operations carried on in the Mine, and of retaining the advantage held out in the above notices, it is proposed to divide the concern into 1000 Shares, with a deposit of £5 per Share, into the hands of Messrs. Hanson, Greenleaf, and Co. Bankers, Penzance. The Shares to be held in Scrip, each to contain not less than two Shares. The only call on account of 50s. per Share, and not to be made till the 31st of December next. The Shares to be held subject to the Regulations to be enclosed therewith.

Applications for Shares to be made (if by letter, postpaid) to Mr. J. G. Beckwith, Regent-terrace, Penzance, from whom any additional particulars may be known.

Penzance, 15th April, 1836. At a Public Meeting of the Shareholders in the above Company, held at the Union Hotel, Penzance, 5th April, 1836—Richard Pearce, Esq. in the Chair, the regulations for the government of the Company were agreed to, and the following gentlemen appointed the Committee of Management for the present year, with power to add to their number, viz.

Messrs. RICHARD PRATICE, a M.D., Bristol, RICHARD MILLETT, a M.D., Bristol, RICHARD PRATICE, a M.D., Bristol, RICHARD MILLETT, a M.D., Bristol.

ROYAL DUBLIN SOCIETY.

Arrangements have recently been made at this useful establishment for holding monthly scientific meetings, with a view to elicit native talent, and to bring forward whatever may be novel in the liberal sciences and in the useful arts.

DISCOVERY OF A NEW GAS.—Professor Davy having lately discovered a new gas, made some of it before the meeting from a black substance he obtained in making the metal of potash on a large scale in an iron bottle.

GEOLOGICAL SOCIETY.

April 27.—Mr. LYELL, President, in the Chair.

The remainder of Mr. Joseph Prestwich's paper on Coalbrook Dale was read, and contained an account of the new red sandstone, the faults, the trap rocks, the diluvium or drift, and the general conclusions.

The new red sandstone bounds the coal-field on the east and north-west, and consists of alternating beds of clay, marl, sandstone, and conglomerate, belonging to the lower division of the new red sandstone series of Cheshire, Shropshire, and Worcestershire.

The faults which traverse the coal-field are so numerous, that the miner rarely proceeds twenty yards, and frequently not more than two or three, without interruption. When so close together they are, however, generally small in extent, and connected with greater dislocations.

In those parts of the coal-field where the greatest number of beds occur, the faults are fewest and least complicated, the most disturbed portions being along the western boundary.

The trap rocks consist chiefly of amygdaloid and greenstone, and constitute the principal portion of the Wrekin, Arcol, Maddox, Lilleshall, and Steeraway Hills.

Diluvium or Drift.—Beds of gravel and sand cover a large portion of the district, and are separable into two divisions. The lowest forming patches of considerable thickness, but of limited extent; consists of a finely grained red sand, enclosing beds of angular pebbles, derived from the adjacent formations, and masses of coal, sometimes six feet in diameter, but no transported organic remains have been noticed.

Mr. Prestwich having confined his observations in the body of the memoir almost entirely to a description of the coal-field and the formations upon which it rests, investigates in his general summary, first, the mode of deposition of the coal measures.

3dly. With respect to the agents which have modified the surface of the district, the author conceives that the coal-field was in part denuded while below the level of the ocean: he is also of opinion that the lower beds of angular gravel associated with masses of coal, prove a subsequent but temporary cataclysm; and that the rounded gravel containing fragments of recent shells, indicate the long-continued action of a body of water subsequent to the existence of the present testacea of our coasts.

A letter, dated 9th March, 1836, addressed to Sir Charles Lemon, Bart., F.G.S., by R. W. Fox, Esq., on mineral veins, was then read.

It is scarcely possible, in a brief notice, to give a satisfactory analysis of Mr. Fox's communication; but the following extract may convey to our readers an imperfect idea of the extensive views which it opens relative to the formation of mineral veins.

Mr. Fox is of opinion that fissures were formed by change in the earth's temperature; and if the direction and intensity of the magnetic curves be connected with variations of temperature, then changes in the earth's temperature might seem to indicate changes in the magnetic curves.

How are we otherwise to account for the relative positions of veins of different kinds with respect to each other, and likewise of their contents in reference to the rocks which they traverse, and many other phenomena observable in them of a very decided and definite character?

Copper, tin, iron, and zinc, in combination with the sulphuric and muriatic acids, being very soluble in water, are, in this state, capable of conducting voltaic electricity; so, if by means of infiltration, or any other process, we suppose the water to have been impregnated with any of those metallic salts, the rocks containing different salts would undoubtedly become in different or opposite electrical conditions; and hence, if there were no other cause, electrical currents would be generated, and be readily transmitted through the fissures, containing water and salts in solution; and decompositions of the salts, and a transference of their elements, in some cases to great distances, would be the natural result.

Exchequer Bills remains at 19 21; on India Bonds it has declined to 4 7. In the Foreign Exchanges there has not been much business, and the quotations are without particular alteration.

This has been settling day in the Foreign Market, and the account has been arranged without any known difficulty. Some rumours have been in circulation with reference to another Spanish loan, for which five millions of stock would be given for two millions of money.

There is very little alteration in the Share Market; Stephenson's Brighton 154 pms.; Cundy's 4 pms., and the Colonial Bank 16 pm.

LATEST INTELLIGENCE.

PLYMOUTH, APRIL 27.—The Exeter and Plymouth Railway Company's shares are at 4 1 premium, and the market is flat. The directors are quiescent, whilst Mr. Brunell is proceeding with the surveys.

LONDON, APRIL 29.—Little alteration can be noticed in the markets, except that STRAITS TIN has been bought to some extent this day, at an advance of 4s. to 5s. per cwt. beyond the public sales last week.

BIRMINGHAM, APRIL 29.—SPELTER remains firm at 24s., and the general opinion among the dealers is, that an advance will take place, as contracts are making for France for 800 tons of foreign spelter.

REDRUTH, APRIL 28.—The average standard at the ticketing to-day was 1211. 14s.; average produce, 8; average price, 71; quantity of ore sold, 3,223 tons; quantity of fine copper, 2564 tons. Total amount, 29,327. 12s. 6d.

SWANSEA, APRIL 27.—The standard is improved; the amount of sale 15,949. 6s.

PETITIONS FOR RAILWAYS.

AS GIVEN IN THE REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON RAILWAYS.

Table with columns: TITLE, Capital, Assents, Dissents, Neuters, Petitions presented. Lists various railway projects like Arbroath and Forfar, Aylesbury, Birmingham, etc.

Extracts from the Report.

"From this statement it appears that there have been presented to the House fifty-seven petitions for railways, involving an estimated outlay of upwards of twenty-eight millions, founded on which thirty-two bills have been introduced, and been read a first time; also, that to these petitions there appear 36,978 assents, 6,575 dissents, and 7,475 neutrals.

"The immense amount of national capital which is thus proposed to be embarked, as well as the great sacrifices which various landed proprietors or occupiers, whose property may be affected by the proposed schemes, must be called upon to make, render the decision which Parliament may ultimately take upon these various bills a matter of the utmost national importance; and it appears to your committee to be the paramount duty of the House of Commons to take every precaution against the disastrous consequences which must necessarily follow, if, after the sanction of the legislature has been obtained, and the works have been partially proceeded with, the calculations upon which they are based turn out to be fallacious, or the capitals subscribed, when called for, should not be forthcoming.

We need hardly add, that the list given represents only those lines of railway for which petitions had been presented to the House at the time of the committee making their report. A reference to the advertising columns of the press will show that this forms but a portion of the railway speculations of the day.

THE HAYLE RAILWAY COMPANY.

Office, Rectory House, London-wall. Notice is hereby given, that at a Meeting of the Board of Directors of the Hayle Railway Company, held at the Office of the Company, on Wednesday, the 27th day of April, 1836, it was resolved unanimously, that a CALL of TEN POUNDS per share be now made payable, by two instalments—viz. £5 per share on or before the 20th of May next, and the remaining £5 per share on or before the 22d of June next; the same to be paid to Messrs. Ransom and Co., the bankers of the Company. HENRY ENGLISH, Secretary. 27th April, 1836.

MEXICAN AND SOUTH AMERICAN COMPANY.—The First General ANNUAL MEETING of the proprietors of shares in the Mexican and South American Company will be held at the Office of the Anglo-Mexican Mint Association, No. 9, New Broad-street, on Wednesday, the 11th of May, at One o'clock precisely. H. W. SCHNEIDER, Sec. 10, New Broad-street, April 25.

PUBLIC COMPANIES.

Table with columns: COMPANY, MEETINGS, GAINS, DIVIDENDS. Lists companies like Anglo Mexican, ABER, Imperial Brazilian, etc.

MEETINGS OF SCIENTIFIC BODIES IN THE ENSUING WEEK.

Table with columns: SOCIETY, PLACE OF MEETING, DAY, HOUR. Lists meetings for British Architects, Civil Engineers, Society of Arts, etc.

CONTENTS.

Table with columns: Title, Page. Lists contents like Car's Brea, On Ventilation of Mines, Geological Society, etc.

NOTICES TO CORRESPONDENTS.

MINING CORRESPONDENCE.—We must decline giving insertion to the correspondence of any Company where the name of the agent is omitted; for when assertions are made, it is only right that the responsibility should fall on the party making the representation.

ENLARGED SHEET.—We have again this week enlarged our paper, to enable us to give insertion to several articles which were remaining over: our apologies are however still due to several correspondents for the omission of their communications.

H. E., on the Irish Fisheries Bill, next week. It is due to some of the promoters of this measure to state, that they are in no way connected with the West Cork Mining Company. The Bill should, however, be carefully read a third time before it is passed, and the blanks carefully filled up.

GEOLOGY.—THEORY OF THE CREATION.—D. requests us to state that absence from town has precluded him from replying to the communication of W. B., but which he purposes doing next week.

CUNDY'S BRIGHTON LINE.—We have received the letter of Lunaria, but have no reason to believe it is as he represents, all moon-shine. The line of Railway he proposes, one of the best being Canal Court, and another at the foot of the Gold Mines in the moon, we do not think will be found practicable.

T. J. H.—Isaac Walton, in his work, describes the Pike as a voracious fish, and we have no reason to doubt the authority. Our correspondent is wrong in his conclusions that voracity and voracity have the same meaning.

THE MINING JOURNAL, And Commercial Gazette.

LONDON, APRIL 30, 1836.

The mania for railway speculation is at length beginning to subside, and the wholesome check given by the Great Northern Bill being thrown out, has had an influence on the minds of those who reflect on the little chance of success which attends many of the schemes for which applications have been made to Parliament; and as the session advances, the excitement will naturally diminish, and the prices of the shares have some relation to their value.

We have this week given a summary of the several undertakings before Parliament, and a reference to our share list will show the estimation in which they are held by the public, while it is to us a matter of surprise, that the question has never been asked of the celebrated engineers appointed to survey and form the several lines, whether they possess the charm of ubiquity, for really it is indispensably necessary that they should do so, to enable them to be at Kilkenny, and at Brighton, in Cornwall, and in Wales at the same time, and which they must be, if justice be done to the several undertakings placed under their supervision.

The extent to which speculation is carried in undertakings of this nature, while mining operations are comparatively neglected, has assumed in Liverpool an alarming aspect, and we can only hope that the bubble will soon burst—that the absurdity of many of the schemes will be so apparent to the public that the evil will cure itself, and thus we may avoid a crisis such as that of 1824 and 1825, and which is very justly apprehended as nearly approaching.

We must defer until next week several observations on companies, the prospectuses of which are now before us, if it be only to caution the unwary from embarking in schemes which, but for the want of principle which influences the projectors, would never have been heard of. Our observations on some late occasions, with reference to a particular Company, have, we are glad to find, had a salutary effect; and the investigation which is about taking place will, we doubt not, save many thousands; the engineer, who is to inspect and report on the mines, should, however, be not only of the first ability, but his character should be beyond all suspicion. We think the shareholders do right in taking the matter into their own hands, while the caution observed with respect to another undertaking is only such as we should expect from the parties concerned.

THE FUNDS

CITY, FRIDAY EVENING.

The British Funds throughout the week have been very inactive, although they continue firm. Consols have closed to 91 1/2. The Three and a Half per Cent. Reduced Annuities are 98 1/2, and the New Three and a Half per Cent. 100 1/2. Bank Stock is 210, and India 257 1/2. The Money Market for commercial purposes continues easy, though in demand. The premium on

ALTEN MINING COMPANY.

We this week give the report of Mr. Crowe, deferred in our last for want of space.

REPORT.

It will be remembered that the year preceding, when the new and more powerful machinery was decided on and ordered, the ore floors were removed and made at the new site, foundations laid, and every preparatory measure adopted ready for its reception, in full reliance it would be out by the end of March...

By this brief explanation I hope the directors and shareholders will see that the disappointments have arisen, not from any general deterioration in the lodes, but, in one case, from circumstances entirely out of our control...

That not any of the reserves existing at the old mine, when the association was formed, have been decreased or taken away, but an extent of ground still remains there, independent of what is in progress of discovery...

It is true that much inconvenience has hitherto been experienced at this mine in consequence of the ore being disseminated over such an extent of lode, an immense quantity of staff has had to be turned over in order to procure a cargo...

Ward's lode must tend still more to increase your confidence; it is a discovery made since the formation of the association; it was one of those numerous indications alluded to in the former reports...

It is from this lode the assays for silver have been made. I was in hopes, from the samples I had brought with me, and which were considered as fair specimens of the whole, that something like a satisfactory estimate might have been arrived at...

At Petherick's lode there are likewise some very considerable, no less than 2,000 fathoms have been discovered since the deep adit level pierced the lode, at a depth of about forty fathoms...

At Woodfall's, although the lode is traced to an extent of about 150 fathoms, for the same causes as at Michell's, the reserves do not exceed 300 fathoms; the lode is about two feet wide, and produces 1 1/2 ton per fathom...

At Raipas I am at a loss to arrive at a positive conclusion. To a more experienced miner this working would probably hold out more advantages than I am inclined to expect, viewing it in a commercial point...

When I left Alten we had four men driving in the shallow level, and four working on the lode; from both places they were breaking a fair quantity of rich ore, and I trust you will have thirty or forty tons from them.

Before closing my remarks on the mining operations, I must direct your attention to the facts that have been adverted to, on more occasions than one, viz. the numerous lodes of a promising character that have from time to time been discovered on the property of the association...

The more perfect machinery that has been erected, the various railroads and arrangements for the better concentration of the ores now on the eve of completion, will add to the stability and profitable result of the undertaking...

According to an estimate made to the directors, about 2,000l. are yet required to complete the smelting department, unfinished railroads, and other unproductive branches, which we expect can be effected within the present year...

Smelting.—A cause of serious disappointment to us last season was the failure in the reduction we contemplated to make by the partial smelting of our ores. The calciner and furnace were erected and finished two months after the materials arrived, but, to our surprise, the smelter sent from England could not succeed in making a bottom to the furnace.

Since my return to this country I have, by order of the directors, visited Swansea, with a view of acquiring some insight in the modes of smelting, and for the purpose of engaging a more competent individual. I have also had an opportunity of conversing with Mr. Kenner, of Liverpool, the gentleman who assisted in the arrangements last year...

ment may be required in the smelting. He is now on his way to the works. You have been already informed that a calciner and smelting furnace were constructed last year; the directors have now sent out materials for the building, an additional furnace, which we consider will be sufficient to keep the calciner constantly at work...

Population.—No one, I believe, will question the fact that there are immense deposits of ore on the property of the association, which only requires the application of physical power to extract in order to turn to profitable account; the impossibility of applying this power to an adequate extent at once I consider as the greatest difficulty we have to contend with.

It is not this saving alone that has made me advocate the concentration of the ores, but the considerable quantity of ore, of a poorer description, which has been accumulating since the workings first commenced, and which has been rapidly increasing since the association has been formed. This ore we have hitherto not been able to send to market, and by the usual mode of dressing we cannot make it of sufficient value for shipment...

I have now the pleasure of communicating to you, that the King of Sweden has given his approbation to the measure; at the same time accompanying it with a donation of 800l., and authorising the clergyman of the parish to officiate at the works.

As the men have paid their contribution since May last, a fund has been already created; and by this time arrangements are in progress for the erection of the church, so that no time will be lost in affording the men the full advantage they seek. In the mean time the effect is already felt at the works, as many of the men whose arrangements expired this spring, and who intended to have returned home, have settled on the spot...

Finance.—Having now gone over the points I have considered it necessary to state to you, I proceed to call your attention to the funds we require for the present year. We have calculated, that in order to lay in the stock of stores, provisions, materials, &c., necessary until this time next year, with the current account of wages usually drawn for monthly, that 8,000l. will be required; out of which sum 2,000l. will be consumed under the head of unproductive labour...

Our stock, when taken at the end of December last, was worth 3,500l. A considerable stock must always remain over; and it must be remembered, from the peculiar nature of our situation, not only sufficient stocks are required to be on hand, but the directors must renew those supplies, at least one year in advance. The men have to be fed, and clothed from head to foot; and these supplies, as well as mining materials, can only be shipped during the first four months of the season...

I need scarcely remark, that however unfavourable the circumstance of such a large capital being called for in advance at first may appear, it forms a source of considerable profit; it is in fact a trading capital, giving a certain and sure profit, without the risk usually attending such transactions, and thus adding in no small degree to the stability of the undertaking.

Ere concluding it may not be improper to recur to the detailed statements now on the table of the properties belonging to the association. The total expenditures, including the net amount of ores shipped, since the company was formed is 65,207l.; deduct 11,467l., the cash and stock on hand, it will leave 43,739l. The amount that has actually been expended up to the close of last season out of this, 34,140l., has been laid out in bringing the concern to the state of maturity it now has reached, erecting machinery, dwellings, forming railroads, floors, furnaces, &c. &c. The remaining 9,607l. is, therefore, all that has been expended on productive labour during the three years, while our net proceeds for ore shipped is 13,172l., ore in hand 828l.—total 14,000l., thus showing an actual balance in the productive work 4,500l., which would have been paid to the shareholders in the shape of dividend, had a sufficient capital been raised at once.

I have stated on a former occasion, and I believe it will be acknowledged, that few individuals have had greater or better opportunities of forming an opinion, than I consider few undertakings of this description can be placed in competition with it with respect to the solid and permanent results that may be expected, and could it be worked at once on a scale commensurate with the extent of the lodes, it might vie with the most brilliant; as it is, I defy the most critical judge, after giving it a fair and proper investigation, acknowledging otherwise than its being a good and sound investment.

NARROW ESCAPE.—A short time since, as two workmen were employed in Rosehall pit, Airdrie, in making some preparatory arrangements for conducting the water-pipes to the mouth of the pit, one of the workmen, named James Dunsmore, unfortunately lost his balance while standing on a suspended scaffold erected for carrying on the operations, and falling headlong descended to the bottom of the pit, a depth of twenty-five fathoms. Fortunately, there happened to be about eighteen feet depth of water at the bottom thereof, otherwise the consequences must have proved instantly fatal...

TIMBER.

Attempts have been made, from a very early period, to prevent the destruction of wood, by impregnating it with some substance capable of restraining its ravages. The muriate of soda, or common salt, has been thought a good preservative against decay, when the wood is thoroughly impregnated with it. The wooden posts which support the roof of a salt mine are said to be preserved by the constant infusion of salt, and that a vessel covered with fungus will have her timbers cleaned by immersion in salt-water.

In the year 1676, a Mr. Jackson proposed to immerse timber in a composition of muriate of soda, Epsom salts, lime, potash, salt water, and other substances; but neither he nor any body else could ever discover the value of this process. This person was permitted to prepare some timber to be used in the national yards, and it was found that vessels built with it were less durable than those in which unprepared wood was used.

Sulphate of iron, or green coppers, in water, has been recommended as a good mixture, in which to place wood, that is to be used for the purposes of building. It is said that timber, boiled in a solution of sulphate of iron, becomes so hard when dry, that moisture cannot penetrate it. This may possibly be the case, but the change must be effected by the removal of some portion of woody fibre, and the admission of the sulphate in its place, in the same manner as the wood found in the London clay has been fossilized by that substance.

Lime has been recommended as a preservative against the decay of timber. There is a difference of opinion among writers as to the value of this substance, for the particular purpose. It is well known, that quick-lime with moisture rapidly destroys vegetable matter, but Tredgold says, that a large quantity of fresh quick-lime, in contact with wood, absorbs the water, hardens the sap, and thus, keeping it in a perfectly dry state, renders it very durable. This gentleman quotes the opinion of Mr. Chapman, who says, that vessels employed in the Sunderland lime trade have been forty years old without needing any repair, or showing the slightest evidence of decay in the timbers.

The attention of scientific men has been recently directed to the experiments made by Kyan; and from the very excellent exposition of his plan, by Dr. Birkbeck, we are induced to hope that it may be found highly advantageous. Having made a great number of experiments with a view to ascertain the primary cause of vegetable decomposition, he was at last convinced that albumen was that cause, and that to neutralize its effects would be to prevent decomposition. Some plan was required similar to that adopted in tanning. The gelatine in animal bodies is quite as liable to decomposition as the albumen of vegetables; but when tanning, the infusion of oak bark, is combined with it, the destructive properties are lost, and the animal matter becomes durable, and almost incapable of decay.

A few extracts from the published lecture read by Dr. Birkbeck, before the Society of Arts, may put the subject more clearly before the reader.

Mr. Kyan inferred that, as wood consists of various successive layers, in which the albumen, or juices containing albumen, circulated freely; it is quite certain that, as these juices within the wood, with the watery parts, fly off by the leaves, that the albumen remains behind, and it is probable that this albumen, which from its nature is peculiarly prone to enter into new combinations, is the thing in wood which begins the tendency to decomposition, and produces ultimate decay, whether that decomposition is attended with the formation of cryptogamic substances, or whether, in the less organized form, the change occurs with the simple production of what has been called the dry rot.

It is probable that, as the albumen becomes successive layers of wood, it loses a quantity of albumen; or that, in consequence of the pressure which takes place by the addition of each successive layer, it becomes so situated, as to lose a part of its exposure to the vessels where a change may occur, and therefore becomes in some measure protected: for that which is one year albumen or sap, may be, and indeed generally is, proper wood the next.

The mode in which the application of the solution takes place is in tanks, which may be constructed of different dimensions, from twenty to eighty feet in length, six to ten in breadth, and three to eight in depth. The timber to be prepared is placed in the tank, and secured by a cross-beam to prevent its rising to the surface. The wood being thus secured, the solution is then admitted from the cistern above, and for a time it remains perfectly still. In the course of ten or twelve hours, the water is thrown into great agitation by the effervescence, occasioned by the expulsion of the air fixed in the wood, by the force with which the fluid is drawn in by chemical affinity, and by the escape of that portion of the chlorine, or muriatic acid gas, which is disengaged during the process.

Mr. Kyan's method of seasoning has been already tested, under circumstances so severe, that they may be said to have proved its efficiency.—Smeaton's Builder's Manual.

FATAL ACCIDENTS.—On Tuesday last an inquest was held before J. H. James, Esq., at the house of Wm. Sampson, innkeeper, in the parish of Kenwyn, on the body of James Oats, a barrow-boy in the Consols Mine, who was killed by the giving way of a collar on which he was lodging some staff, he was precipitated with his barrow and stuff to a depth of ten fathoms, and was taken up dead. Verdict, "accidental death."

QUICK WORK.—On Monday night last, a person called Grenville, employed as a lander at East Wheel Croft mine, was detected leaving the mine with fifteen pounds of candles in his possession; he was taken back to the account-house, where he confessed that he had stolen them, and pointed out the barracks and miners' chests from which they were taken.

RAILWAYS.—An experiment was made, a short time since, in the Champs Elysees, in the presence of a Committee of the Societe d'Encouragement pour l'Industrie Nationale, and a number of engineers, on the possibility of running waggons on iron railroads, having curves of a radius less than fifty metres, at an extraordinary velocity, according to the system of M. Laignel.

THE MINING INTEREST.—The Mine Committee met at Pearce's Hotel, in this town, on the 9th, and again on the 12th instant, in order to take into consideration those clauses of the proposed new Duchy Courts' Bill, which had been referred to them by the committee sitting in London. The several clauses alluded to were read by the secretary, discussed very fully, and altered where deemed necessary.

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Table of Coal Market prices in London, listing quality and price per ton.

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Table of Bridges listing various bridge shares.

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Table of Roads listing various road shares.

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Table of Literary Institutions listing various educational shares.

MISCELLANEOUS.

Table of Miscellaneous shares including various other securities.

PRICES OF SHARES AT LIVERPOOL.

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PRICES OF SHARES AT BIRMINGHAM.

Table of Share Prices at Birmingham listing various local and national shares.

PRICES OF METALS.

Table of Metal Prices listing various metal commodities.

TIDE TABLE.

Tide table for High Water at London Bridge.

London: Printed and Published by HENRY ENGLISH, the Proprietor, at his Office, No. 12, Gough-square, Fleet-street, in the city of London; where all Communications and Advertisements are requested to be forwarded, post paid.